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## **FIRE DEPARTMENT ACCESS**

### **Overview**

Access Road Standards are derived from the Uniform Fire Code as adopted in Section 3.05.050 of Title 3 of the Liberty Lake Code. They are generally applicable to “unsubdivided” parcels created through the Certificate of Exemption process and lacking frontage on a public road. The intent is to assure adequate provisions for emergency vehicle access.

Fire access must be provided for every building located more than 150 feet from an approved public way. Fire access may be provided by a driveway when no more than two parcels are served.

For three or more parcels the fire apparatus access road standards apply. Access roads serving more than 20 residential units or parcels must connect at two independent locations to a public road.

**THIS STANDARD ONLY APPLIES TO ROADS WITHIN AN EASEMENT RECORDED WITH THE SPOKANE COUNTY AUDITOR'S OFFICE PRIOR TO MAY 15, 1995.**

**PRIVATE ROADS WITHIN SUBDIVISION DEVELOPMENTS OR CONSTRUCTED AFTER MAY 15, 1995 MUST MEET CITY ROADS STANDARD # 3.22.**

### **Are permits required?**

In most cases grading permits are required for the construction of a Fire Apparatus Access Road. Given the scope of these road projects, compliance with State Environmental Policy Act, (SEPA), and the Liberty Lake Critical Areas Ordinance and Shoreline Ordinance must be demonstrated.

(See Brochures on SEPA & Critical Areas)

### **Maintenance Agreement & Final Acceptance**

**Maintenance:**

A recorded road maintenance agreement with financial provisions is required. It must demonstrate that upkeep is provided for the entire length of road being used as access to improved properties. It shall state that Liberty Lake is not responsible to build, improve, maintain, survey, construct, repair, provide drainage or snow removal on the private road(s).

**Acceptance:**

Permits for structures will not be issued prior to the receipt of certified “as-built” road plans, copies of recorded covenants, title notices, maintenance agreements and acceptance of the road by the local Fire Department. The as-built access road shall be certified by a civil engineer.

### **Conditions for Existing Access Roads**

Private access roads previously recognized by the County must be maintained in substantial conformance with these standards. If determined by the fire district that an existing access road constitutes a hazard to life or property, improvements may be required. Such findings will be in writing and shall include minimum improvements necessary to mitigate the distinct hazard(s). Similar improvements may also be required when an extension or increased loading is being proposed on an existing private access road.

### **Plans**

Plans for access roads or extensions to existing access roads shall be prepared by a registered civil engineer and submitted to the Planning and Community Development for review.

The plan shall depict the road location and be in accordance with Liberty Lake’s Fire Department Access Road Standards. In order to determine conformance, the road plans must include a recorded survey, indicate the location of all easements, road gradients, surfacing description, drainage controls, and road dimensions.

Plans will be circulated to the local fire district for review and comments.

When it is found by the Building Official that the access road plan substantially conforms to the following road specifications, construction of the road may proceed.

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## **Road Width:**

- Access roads serving up to 6 lots/parcels shall have an unobstructed width of not less than 20 feet.
- Access roads serving 7–20 lots/parcels shall have an unobstructed width of not less than 24 feet.
- Access roads serving 21+ lots/parcels shall have an unobstructed width of not less than 30 feet.

(If parking is intended or permitted, then overall widths shall be increased by 6 feet.)

## **Easement Width:**

A dedicated easement shall be not less than 50 feet. (If parking is intended or permitted, then easement width shall be increased by 6 feet.)

## **Vertical Clearance:**

Access roads shall have an unobstructed vertical clearance from trees, power lines, entry gates, etc. of not less than 13 feet, 6 inches.

## **Surface:**

Access roads shall provide all-weather driving capabilities. Access roads shall be designed to support “imposed loads of fire apparatus’ gross vehicular weight, as determined by the fire district.

## **Turn arounds:**

Access roads in excess of 150 feet in length which dead end shall have a minimum 50 foot radius cul-de-sac. An approved “hammerhead” not less than the required road width is an acceptable option. Private roads must terminate at, or within the last parcel they serve.

## **Grade:**

Access roads shall not exceed 12% grade.

## **Drainage:**

Corrugated Metal Pipe (CMP); Driveway cross pipes at approaches to the Fire Apparatus Access Roads shall be a minimum of 12" diameter. All cross pipes on Fire Apparatus Access Roads shall be a minimum of 18" diameter. Drainage of surface water shall be away from access roads.

## **Design Speed:**

20 miles per hour (must be posted)

## **Stopping Sight Distance:**

120 feet

## **Signage:**

Access roads shall be designated by names or numbers on signs, clearly visible and legible. Each dwelling or business must have its assigned street number posted as per requirements of the Uniform Building Code and the Uniform Fire Code.

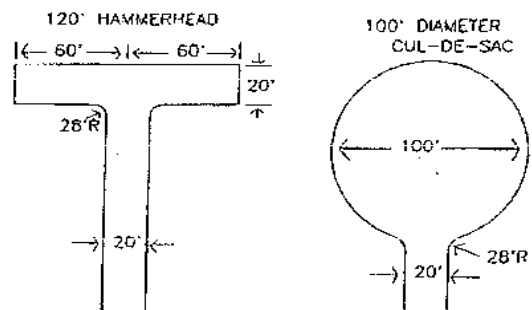
## **Bridges:**

Shall use designed live loading sufficient to carry the imposed loads of fire apparatus. When construction or repair of a bridge becomes necessary, a Washington State civil engineer's certification is required.

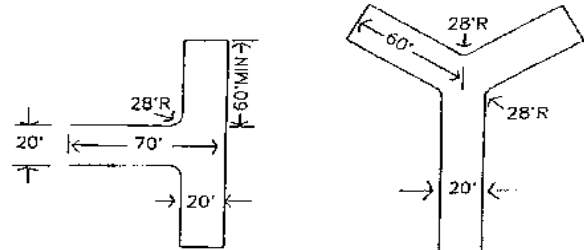
## **Curves:**

No curve radius shall be less than 100 feet measured from the road centerline, unless approved by the fire district and Planning and Community Development.

A 100' DIAMETER CUL-DE-SAC WITH NO PARKING ALLOWED WITHIN THE 100' DIAMETER.



ACCEPTABLE ALTERNATIVES TO 120' HAMMERHEAD



For more information or an appointment contact:  
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Please note that while every effort is made to assure the accuracy of the information contained in this brochure it is not warranted for accuracy. This document is not intended to address all aspects or regulatory requirements for a project and should serve as a starting point for your investigation. For detailed information on a particular project, permit, or code requirement refer directly to applicable file and/or code/regulatory documents or contact the appropriate division or staff.